FUNERAL DIRECTORS.

TUTEWILER & SON, Undertakers, 129 W. Market st. Tel. 216. CHNSON, HASSLER & GEORGE, 357 Massa-chusetts av. New 'Phone 963. Old Main 1430. FRANK A. BLANCHARD, Undertaker, 153 N. Delaware st. Lady attendant. Both 'Phones 411.

MONUMENTS.

MONUMENTS-A. DIENER, 449 E. Washington. MONUMENTS-M. H. Farrell, 241 West Washington st. New 'Phone 2418.

JOURNAL BUSINESS DIRECTORY.

No. 241 Mass. av., 228 N. Del. st. Tel. 840. PATENT ATTORNEY-T. R. BELL, mechanical engineer, patent attorney. In above cathose guaranteed by thorough knowledge patent practice, technical training, honesty care, beyond which no special advantages and care, beyond white

SALE AND LIVERY STABLES—
HORACE WOOD. (Carriages, Traps, Buck25 Circle. Tel. 1007. THE PEERLESS FOUNDRY, 710-18 E. Maryand, manufactures stove repairs and do repair-

WANTED-MALE HELP.

WANTED-A working foreman for machine shop; do general repair work; good wages. Apply or write WM. K. CLARK & CO., 1111 West Main Louisville, Ky.

WANTED-Recruits for the United States Marine Corps-Able-bodied, unmarried men between 21 and 35; good character; must speak, read and write English. Marines serve at sea on men-of-war in all parts of the world; on land our island possessions and at naval stations the United States. Apply Room 201, Sentinel iding, Indianapolis, Ind.

an advertisements inserted in these columns e charged at the very low rate of 5 cents a Blank or dash lines at the same price per Telephone 238 and your ad. will be called

WANTED-AGENTS.

"Life of Pope Leo XIII;" only authorized edi-tion; written by the Pope's order by Monsignor O'Reilly; indorsed by entire Catholic Hierarchy; price, \$2.50; large colored portrait worth \$1.00 free to subscribers. Agents wanted; highest terms; immense demand; outfit free. INTERNATION-AL PUBLISHING CO., 44 North Fourth street,

WANTED-MISCELLANEOUS.

WANTED-BRILL'S DYEING AND CLEAN-ING, 821 North Illinois st. Established 1871. WANTED-Song Book-Copy Harper's Franklin-square Song Library, No. 2. Box 768, Journal.

FINANCIAL.

FINANCIAL-Insure with FRANK SAWYER. LOANS-Money on morrgages. C. F. SAYLES & CO., 127 East Market street.

STORAGE.

STORAGE - The Union Transfer and Storage Company, corner East Ohio st. and Union tracks; only first-class storage solicited. Crating and packing. 'Phones 725. STORAGE-INDPLS. WAREHOUSE CO. W. E. Kurtz, Pres. H. A. Crossland, Mgr. 517-523 S. Penn. Telephone 1343. We STORE, PACK and HAUL.

SEALED PROPOSALS.

PROPOSALS FOR CLOTHING AND EQUI-PAGE SUPPLIES—Chief Quartermaster's Office, Chicago, Ill., July 17, 1903. Sealed proposals, in triplicate, will be received at this office, 1 11 o'clock a. m. Thursday, Aug. 6, 1963, delivery, at either Chicago, Boston or Philaia depot, of metallic cap and collar ornaents, bat letters and numbers, conforming to ent reserves right to reject or accept any or all proposals or any part thereof. Preference given to articles of domestic production or manufacture, conditions of quality and price ncluding in the price of foreign productions and manufactures the duty thereon) being equal. ticulars and blanks for proposals will be alshed upon application. Envelopes conaining proposals to be indersed "Proposals for Clothing and Equipage Supplies," and addressed to MAJ. W. H. MILLER, Quartermaster, U. S. in charge.

NOTICE TO CONTRACTORS. The labor of 400 prisoners now confined in the diana State Prison will be let to the highest

nd best bidders, in four separate contracts of of men each, for a period of six years from Oct. All labor to be performed within the prison State of Indiana and disciplinary rules governing diana State Prison. ers must state the square feet of floor space required for their special class of work, and the board of control will take into considerathe number of officers required in the differclasses of work in awarding the contracts.

ect any or all bids. Bigs to be sealed and directed to the board of A certified check of \$1,000 must accompany ach bid as guarantee that the bidder will enter into contract at the price bld.

Sids will be opened on the 3d day of August,

are invited to be present. JAMES D. REID, Warden.

LEGAL ADVERTISEMENTS.

NOTICE OF APPOINTMENT. Notice is hereby given that the undersigned has duly qualified as executor of estate of Barbara Schwegel, late of Marion county, Indiana, deceased. Said estate is supposed to be solvent. ADAM GABRIEL. NOTICE OF APPOINTMENT.

Notice is hereby given that the undersigned farion county, Indiana, deceased. Said estate June 30: a supposed to be solvent. CHARLES E. EVERTS. NOTICE TO HEIRS, CREDITORS, ETC. In the matter of the estate of Jessie M. Carin the Marion Circuit Court, September term.

Notice is hereby given that Mary F. Keller, as administratrix of the estate of Jessie M. Carter, deceased, has presented and filed her account and vouchers in final settlement of said estate, and that the same will come up for examination and action of said Circuit Court on the 8th day of September, 1908, at which time all heirs, creditors or legatees of said estate are fred to appear in said court and show cause. there be, why said account and vouchers suld not be approved. And the heirs of said estate are also hereby required, at the time and place aforesaid, to appear and make proof of their heirship.

MARY F. KELLER.

NOTICE TO HEIRS, CREDITORS, ETC. In the matter of the estate of Anna Habig, de-

In the Marion Circuit Court, September Term, Notice is hereby given that Edward H. Habig and William Habig, as executors of the estate of nna Habig, deceased, have presented and filed heir account and vouchers in final settlement of said estate, and that the same will come up or examination and action of said Circuit Court the 8th day of September, 1903, at which time ill heirs, creditors or legatees of said estate are required to appear in said court and show cause, if any there be, why said account and couchers should not be approved. And the heirs of said estate are also hereby required at the

time and place aforesaid, to appear and make EDWARD H. HABIG. WILLIAM HABIG.

John S. Berryhill, Attorney. NOTICE TO HEIRS, CREDITORS, ETC. In the matter of the estate of August B. Doep-

In the Marion Circuit Court, September Term, Notice is hereby given that Louisa Doeppers, executrix of the estate of August Doeppers, eased, has presented and filed her account and hers in final settlement of said estate, and that the same will come up for examination and den of said Circuit Court on the 8th day of ember, 1903, at which time all heirs, credtors or legatees of said estate are required to oppear in said court and show cause, if any be, why said account and vouchers should not be approved. And the heirs of said estate are also hereby required at the time and place

esaid, to appear and make proof of their LOUISA DOEPPERS. PETITION OF BANKRUPT FOR HIS

DISCHARGE.

In the matter of Arba T. Perry, bankrupt. o, 1312. In bankruptcy. ristrict of Indiana, ss. On this 28th day of July, A. D. 1903, on readis ordered by the court that a hearing be upon the same on the 26th day of August, A. D. 1903, before said court, at Indianapolis, in aid district, at 9 o'clock in the forenoon, and notice thereof be published twice in the dianapolis Journal, a newspaper printed in ild district, and that all known creditors and persons in interest may appear at the said why the prayer of the said petitioner ld not be granted.

and it is further ordered by the court that the lerk shall send by mail to all known creditors ples of said petition and this order, addressed hem at their places of residence as stated.
Itness the Honorable Albert B. Anderson, ige of said court, and the seal thereof, at In-

FREIGHT TRAFFIC HEAVY

WEST-BOUND AND LOCAL BUSINESS SHOWING BEST RESULTS.

Wabash Makes Good Exhibit of Gross Earnings-Withholding of Weekly

Statements Not Approved. The train records show a continuance of conditions as to volume of traffic, such as

have prevailed for several weeks past-in fact, for many months-it being limited to cars and power to move them. Many new cars and locomotives are arriving, but the older equipment has been run so continuously the last two years that it is badly in need of repairs, and this keeps the railroad shops overrun with work, and more men are employed and working more hours than in any previous year. The outlook is that like conditions will prevail for months to come, and all lines are collecting their stray cars to be able to handle as promptly as possible the prospective heavy fall business. Unlike former years, so prosperous are the various industries that the lighter grain movement thus far this seacrease, permits of no idle cars, every car in condition to run finding employment. As the season advances the demand for cars will increase, and the study of transportation officials now is to prevent a congestion of business similar to that the roads had to contend with last winter and spring. As for many months past, west-bound business exceeds east-bound, it being much the heaviest ever known in midsummer, and with this local traffic continues heavy beyond precedent, manufacturers, merchants, packing houses and stockyards all enjoying the largest business since established, and shippers are no longer seeking cut rates, but willing to pay tariff if they

ended Aug. 1, as compared with the corre-Name of Roads. C., I. & L.... H. & D.-Ind. div..... L. E. & W..... Penn.-Chicago div..... 999 Penn.—Columbus div 1,826 Vandalia 2,867 P. & E.-East div..... 867 P. & E.-West div...... 948 Big Four-Chi. div...... 2,091 Big Four-Cin. div..... 2,704 Big Four-St. L. div..... 2,470 2,578 2,639 Big Four-Cleve. div..... 2,109 2,426 Totals22,055 21,077 Empty cars 7,849 7.830 Total movement29,904 28,907 27,231

An Unfavorable Omen.

An Eastern financial paper says: "It is stated that Chesapeake & Ohio and St. L. & S. F. hereafter will not issue weekly statements of earnings. The fate that has overtaken those industrial stocks concerning which no information is given should restrain railroad managements from curtailing the frequency or extent of the information extended to stockholders. The railroad companies that have falled to render frequent and satisfactory statements have been in the minority. Of late there has been a movement toward reducing this information. It is very unfortunate, and is due in part to the fact that new interests such as the Standard Oil and those in control of Rock Island have entered the railroad field. The latter crowd controls St. L. & S. F. indirectly. So far as known no change in has taken place, and the change in policy is

Getting Ready to Elevate Tracks. The engineering department of the Pennsylvania Railroad Company, in Pittsburg, has begun work on the preparation of plans

for elevation of the tracks of the road in Cincinnati and Columbus, so as to eliminate dangerous grade crossings. The work of preparing plans will be of considerable magnitude, but it is hoped to soon have them ready to submit to the councils of the two cities. Ralph Peters, general superintendent rol, care of James D. Reid, warden, being of the Southwestern system, says the engineers of the road have received instructions mit them as soon as possible. The Pennsylvania people are waiting for the City Coun-cil to take definite action regarding the elevation of tracks at Indianapolis. The Pennsylvania and also the Big Four, it is stated, is ready to act as soon as plans can be

The Wabash's Big Earnings.

country, the Wabash shows large gross earnings, increasing in the year ended June 30 over \$2,000,000, while net earnings show an increase of only \$104,102. Much of the gross earnings has gone into new equipment and has duly qualified as administrator, with will improvements to roadbed. Below is the annexed, of estate of Orpheus Everts, late of statement for June and for the year ended

> June, gross \$1,694,805 \$1,515,621 Expenses 1,600,787 1,229,011 Expenses 15,815,856 13,847,434 12 months, net...... \$5,310,064

Good Month on the Belt Road. In July there were transferred over the Belt road 92,488 cars, an increase of 5,897 over July, 1902. Belt road engines handled at the stockyards 7,234 carloads of live stock and for private switches on its line 7,215 cars. In each case the business was handsomely in excess of that done over the line in July last year.

Personal, Local and General Notes.

E. L. Whitney on Saturday assumed the duties of commercial agent at Detroit for the Toledo, St. Louis & Western. J. B. Hutchinson, claim agent of the Pennsylvania's Southwestern system, left yesterday for Maine on a month's vacation. F. W. Fellenz, contracting agent of the Pere Marquette at Milwaukee, will go to Toledo for that company as commercial

J. H. Wynne, formerly with the Illinois Central, has been appointed foreman of the shops of the Pennsylvania Company at Richmond, Ind.

The ten new dining cars ordered recently by the Chesapeake & Ohlo have been received and were placed in service yesterday on the main lines.

Col. William Shaw, district passenger agent of the Chicago, Burlington & Quincy, as soon as able to travel, will go to the Pacific coast for six weeks. Albert Ingalls, superintendent of the Big Four's Cleveland and Indianapolis divisions,

who has been in the city a couple of days, has returned to his headquarters. The cabooses on the Grand Rapids & Indiana are to be provided with new signal lights, and within a month or so the new

system will be in use. The rear end lights

FOR SALE-MISCELLANEOUS.

SOLDIERS' RELIEF. Sure cure for cramps in stomach and dysen-tery. Ask barkeeper for it. FOR SALE-The latest map of indiana and the 1900 census: prepared especially for the Journal by George F. Cram, the famous map publisher; size, 30x46 inches, on strong map paper; tin rods at top and bottom; embracing a handsome fivecolor map of Indiana on one side, corrected to date, showing all railroads, all new postoffices, counties in colors, railroad stations and all natural features; a marginal index showing 1900 census and alphabetically arranged list of towns, etc.; the other side contains a five-color map of Ime and place and show cause, if any they the world and the United States; 50 cents, postpaid. Inquire of any agent of the Journal or address MAP DEPARTMENT, the Journal, In-

NOTICE.

NOTICE-Stay there, stick tight, don't peel off whitewash for stables, storerooms, etc.; calcimine sprayed on evenly in colors. HENRY TAY-LOR & CO., 608 N. Senate. New 'Phone 3007.

will show red from the rear and green toward the engine when on the main track,

but on the side track will be in a reverse Colonel Samuel Church, assistant secretary of the Pennsylvania lines west, sailed

He expects to be abroad the greater part of Second Vice President Pugh, of the Pennsylvania, who has been spending a month at Bass Rock, Mass., will return to-day, and John P. Green, first vice president, will leave for Jamestown, R. I., on his annual

H. C. Barnes, of the Grand Trunk, on Saturday, took the position of contracting agent of the Interstate Dispatch in Cincinnati, in place of Samuel Herendor, who resigned to go with the Cincinnati, Hamil-

ton & Dayton. it is understood that L. E. Johnson, who has been vice president of the Norfolk & Western, will be promoted to the presidency, the position made vacant by the death of F. J. Kimball. Mr. Johnson was formerly superintendent of the Lake Shore. On Saturday R. L. Ward assumed the duties of traveling freight agent of the Chicago, Milwaukee & St. Paul, with headquarters at Cleveland. Mr. Ward entered railroad service nine years ago on the Baltimore & Ohio, and later went to the San-

The Y. M. C. A. of the Pennsylvania lines at Pitcairn has the money to erect a fine building at that point, but owing to legal complications, title has not been secured for the site on which it is proposed to build, and the association is still using

H. C. Townsend, general passenger agent of the Missouri Pacific, and Charles Styles, assistant general passenger agent, have returned from a trip to Colorado, where they arranged for the opening of a new passenger and ticket office at Pueblo, patterned after their fine office in St. Louis.

George B. Harris, president of the Chiago, Burlington & Quincy, makes official denial that he is to leave his present position to take the presidency of the Kansas City Southern. Mr. Harris has made an ington and has no intention of leaving it. The Northern Pacific trains now use the new railway station recently erected at Gardner, Yellowstone Park, which is said to be the most unique and interesting structure of its kind in the country. It is located on the banks of an artificial stream, Gardner river.

The railroad shops for the Big Four, which are being built at Lynn, are almost completed. The building is more of a roundhouse than shops, but repairing will can get cars promptly. The following table be done there. The company chose Lynn shows the number of cars received and in preference to New Castle, and Lynn will forwarded at Indianapolis in the week thus become the headquarters of a number of railroad men.

The latest advices indicate that there is to be put on the main line of the Baltimore of a rapid and reliable freight line of are completed it will have a line but four-teen miles longer than the Pennsylvania to the longer than the lon & Ohio. The information goes so far as to from the seaboard to Chicago.

James Howe, general foreman of car inspectors of the New York Central at New May he was pensioned, and was allowed \$50 per month.

its employes that dating from Aug. 1 next largest are iron and steel manufactushing to the ocean, and plans have been they will be laid off one day every month tures, and the American consul sees no made to build extensive reservoirs at public at their own expense. While the loss of each man is comparatively small, amounting to only a few dollars a month, the company will gain fully a million dollars by the move. The order has not yet affected lines west of Pittsburg.

A gang of workmen has begun making the rail connection between the main line of the Wabash Railroad and the track of the World's Fair Terminal Railroad at St. Louis, in accordance with the agreement between the exposition management and President Ramsey. The connection with the World's Fair Railroad is made inside the grounds. Thus ends a long controversy that has kept the company and terminal management from agreeing.

Vice President A. C. Bird, of the Gould system, says the fact that the Gould lines are arranging an outlet to the Atlantic coast at Baltimore will have no effect on the gulf ports which are reached by the Gould system. "We are compelled," he says, "to help in building up gulf ports, our interests lying in the southern direction as well as across the Mississippi river, and we can the management of the Chesapeake & Ohio | utilize the gulf as well as the seaboard. East of the river Indiana, Ohio and other States comprise an empire which provides much

An observing railroad official in speaking of the stock market slump in New York, said that probably by the time the situation is straightened there will be practically but three great railroad systems in the country. These systems will not mean at this time ern Securities decision stands in the way of may be known as the Vanderbilt, the Gould and the Pennsylvania systems. West of the Mississippi the systems are still known by other names, but the interests involved may have made alliances with these three Eastern systems.

The putting into effect on July 1 by the Philadelphia & Reading Railway of its pension plan and the retirement of all employes that have attained the age of seventy years and over has resulted in more or less hardship for some of the retired employes. The officials of the company receive letters alfor a readjustment of particular cases. The Reading, like all other railroads, makes no attempt at being a charitable organization. yet President Baer and the directors, in putting the pension plan in effect, recognize hat some consideration is due aged emploves who have practically devoted their ives to the company's service.

great work on the Santa Suzanna tunnel on the coast line route is about completed. This tunnel is one of the greatest of the undertakings in the way of improving the tracks of the Southern Pacific which has resulted from the policy of the Harriman management. It will be 7,800 feet long and will save a distance of six miles on the main line route from San Francisco to Los Angeles. The saving in distance, however. is not the great value which this work will have in the eyes of the management. It is the reduction of the grades from 2 per cent. to 1 per cent. which is expected to show results that will justify the enormous out-

Cleveland on Buzzards Bay.

"Say, Grover, did you see that speech Where Bryan takes you down the line?" "Oh, Bryan—whist; d'ye hear that screech? What lungs he's got—that boy of mine."

"He says you've worked for Wall street's purse, And helped the rich the poor to throttle"— 'I know; I know-oh, where's that nurse? I'm sure he's crying for his bottle.' Subservient to the millionaire-Subservient, that's the word he said"-Yes, yes-but, say, the baby's hair, You'd never hint that tinge is red?"

'Degenerate'-Bryan talks his fill, And gives you other names as bad"-Oh, names; I want to call him Bill-His mother votes for Galahad.'

'Now, Grover, listen. It's a shame The way that man takes after you"-Takes after me-his chin's the same; I'm glad you've sense to see it, too. -Portland Oregonian.



HARD ON HIM. Ruytem Downe-There are days when I feel that I cannot write verse. this poem on one of those days.

AMERICAN MANUFACTURES IN GOOD from New York on Saturday for Antwerp. DEMAND IN SIBERIA.

> Traveling Men Needed Who Can Speak the Russian Language-Interesting Reports from Consuls.

Special to the Indianapolis Journal. WASHINGTON, Aug. 2,-There is such demand in Siberia for agricultural machinery and appliances of American manufacture, that the Minister of Agriculture in that country has decided to lend government aid to its distribution. Commercial Agent Greener, at Vladivostock, informs the State Department that a special fund has been set aside to establish at Habarofsk a government warehouse for the benefit of importing jobbers. The pre-Amur management of imperial properties will have charge and will operate to a large

extent in American goods. The Siberian officials state that they are greatly in need of information from competent sources regarding the purchase and mportation of such goods from the United States and they ask for the address of firms dealing in agricultural machinery, price lists and catalogues, lists of steamships plying between the United States and Vladivostock, and the best terms upon which goods will be sold. There have been agents of several American firms on the ground and considerable business has been done. No traveling agent, however, has been familiar with the Russian language, enviable record for himself with the Burl- and no catalougues or price lists have been printed in Russian.

Mr. Greener also finds considerable complaint to the effect that in quoting prices American firms do not state their bottom figures. What is needed is the lowest quotation for goods, details as to payments in cash or on time (the latter being preferred), the waters of which are brought from the and several copies of a brief catalogue in the Russian language. Mr. Greener also reports that an American firm is about to and German. He says that the English build a modern flour mill at Cape Firsoff, | manufacturers hire Germans, and as soon near the Ussuri Railway. The enterprise as the German gets thoroughly acquainted is supposed to have the sanction of the with the English method of trading he goes government, although it is stated that it is into the employ of a German firm, which not subsidized.

Consul General Patterson, at Calcutta, is confident that a large increase in the Amer- and the people of New South Wales are resome truth in the report that Cleveland is | ican trade would follow the establishment teen miles longer than the Pennsylvania be shipped at present from New York to Calcutta is via Glasgow, Liverpool, London or Naples, and there is long delay in York city, died on Friday. He was one of making these shipments. Out of the \$250.the best known men in the company's em- | 000,000 worth of goods imported annually ploy. He had served jointly for the Central | by India the United States only had about and Lake Shore forty-eight years and was 1.5 per cent. of the trade, while England had sixty-six years old when he died. Last about 67 per cent. and Germany, France and about 67 per cent. and Germany, France and Belgimu, in the order named, the larger part of the remainder. About 50 per cent. of the imports are cotton goods and the reason why the United States should not compete in these lines. He says that if a direct line of steamers was established between New York and Calcutta, sailing not less than once every month, the passage not to be more than forty days, the im-

porters could then rely upon receiving their goods at specified times. Consul Patterson also recommends the putting of active, capable men into the field to exploit the markets of the country. There are no restrictions on trade in India, the only obstacle being the lack of rapid transit and more determined effort to secure the business. It is believed that such a line of steamers as suggested would have plenty of out-going freight from India, as the imports of the United States from India are now large and constantly increasing. They amounted in the last fiscal year to about \$35,000,000. Consul Patterson says: "There is such an opening in India for the expansion of our trade I cannot urge too strongly that the necessary means

adopted to secure it." In line with the suggestion made by Consul Patterson the Bureau of Statistics at Washington has been looking up the figures on the trade between India and the United States. India ranks sixth among the exporting and tenth among the importing countries. Last year her exports amounted to over \$400,000,000 and her imthese imports were cottons. Next on the list were iron and steel products. The bureau estimates that 50 per cent. of India's imports are of a class of goods which might be called indigenous to the United States that, but from an Eastern standpoint they | and that fully three-fourths of the entire list is made up of articles successfully produced by and exported from the United States. Notwithstanding this fact our exports to India amount to less than 2 per cent, of the imports of that country.

Commercial Agent Langhorne, stationed at Dalny, one of the eastern terminals of the Siberian Railroad system, sends the State Department an interesting account of the building of that city. The town of most daily from retired employes pleading Dalny is entirely the outgrowth of the building of the railroad and was planned completely before any construction work was undertaken. In the city itself, therefore, is projected the Russian idea of a modern community.

Thousands of Chinese laborers are constantly engaged in the enormous excavations, the making of streets and roads and the completion of the work on the harbor. Numerous steam and tram lines are used for the conveying of earth and stone and for filling in the piers and water front. The harbor is the scene of the greatest activity at present. The small harbor has been dredged to a depth of eighteen feet and the pier for coast steamers is nearly completed and has a railroad to its end. A million-dollar dry dock is rapidly nearing completion and the large pier for ocean steamers is practically finished. This pier is 2,000 feet long and 350 feet wide, with a large percentage cannot be classed as high depth of water along its sea wall from grade. Track bids, as reported by the secretary eighteen to twenty-eight feet. Seven railway tracks leading to nine large warehouses are features of its construction. The city is built by the Chinese Eastern Railway Company, but under the direction of the Russian minister of finance. Lots are sold or leased at public auction and foreigners have the privilege of buying or leasing under such restrictions as are imposed by existing treaties. Water, electric lights, police and fire organizations, clubs, hotels, banks and every other appurtenance of a complete city are now in operation. The climate is considered healthy, without extremes of heat or cold. The men who have planned this great tidewater terminal have a tremendous faith in its future. They expect it to become one of the great trading points of that section of the world.

XXX The recently issued report of the Suez canal is decidedly encouraging to those who favor an isthmian canal for the United States. The net profits on the operation, allowing for a sinking fund, are constantly rising with each succeeding year, and during 1902 the company showed a handsome surplus of \$12,481,600. The number of ships passing through the canal is also steadily increasing. In the years 1900 and 1901 this is partially accounted for by the many military transports coming and going between the United States and the Philippines, but in 1902 this does not cut so much of a figure, a year in which 3,708 vessels passed through the canal, or nearly 300 more than in 1900. By far the greatest tonnage was sent through the canal by England; Germany and France follow, and the American tonnage was so small that it is included under the classification of "other nations." England finds some cause for discouragement in the fact that the traffic on the canal shows little or no increase of European exports to the East.

The Cuban Republic is making an effort to encourage the restocking of the island with cattle, especially those of a good breed. The duty has been changed so that breeding sheep and cows come in free of cost and the duty has been reduced on blooded stock. Fat cattle for butchering are still rather heavily taxed, and no lean cattle are allowed to be slaughtered until they have been at least three months on the island. The slaughter of female cattle is to be prohibited throughout Cuba, and the exportation of any kind of cattle is absolutely prohibited. The government has also exempted barbed wire and staples used in building fences from the payment of the tariff duties, hoping thereby to encourage the inclosure of large pastures.

The most northerly railroad in the world | 12c; filberts, 12c; peanuts, roasted, 7@8c; mixed is on the coast of Norway. It was opened on the 14th of last month by King Oscar of Callier Downe-You must have written Sweden. It was built to haul Swedish iron ore to the coast, and runs through the center | Cannel \$6; Blossburg, \$6; Jackson (Ohio).

PARK THEATER-2 P. M. - OPENING WEEK
THE SENSATIONAL SCENIC MELODRAMA "WHEN THE BELL TOLLS"

HECK'S BIG SHOWS



vast forests and great deposits of iron.

England is confronted with the same situa-

tion in Labrador, and is also proposing to

build a railroad to overcome the disadvan-

tages of the long winter. Not the least of

the inducements for the building of these

northern railroads is the tapping of the

great forests. The price of wood is rising

rapidly throughout Europe, and in these ex-

treme northern latitudes can be found ap-

XXX

The British consul at Galatz, in Roumania,

urges upon all exporting firms that they

country thoroughly acquainted with French

greatly benefits by his previous experience.

Irrigation is having a boom in Australia,

cattle and camels at 2 cents per head, goats

dred gallons. Sheep and cattle, during the

estimated that only 20,000,000 have survived.

of conserving the waste waters of rainy sea-

sons that now become destructive floods

made to build extensive reservoirs at public

UNUSUALLY GOOD WEEK FOR

SUMMER MARKET.

Prices of Poultry Higher Than They

Should Be-Receipts of Cereals

Fall Below Expectations.

very satisfactory for a summer market. Quota-

freely. Flour is another article which continues

concession is made to effect a good sale. Fruits

and produce were in good supply and went

through the week with but slight changes. Can-

taloupes and matermelons are abundant and

prices carry an easy tone. Choice apples are

good sellers, as are peaches. Georgia peaches

and pears of good quality have been on the mar-

ket and met with ready sale. California fruit is

abundant and sells cheaper than usual at this

season. Poultry continues firm at prices quoted.

ited, but the dealers are looking for increased re-

ceipts during the coming week, as present high

prices are likely to prove attractive to shippers. This probably will result in lower quotations.

Butter is quiet and choice stock is firm at top

present month retail merchants will begin

stocking up with fall and winter goods, as indi-

cations are for higher rather than lower prices for the fall trade. Druggists are enjoying an ex-

cellent trade, their business during the past sea-

son having been unusually good and prices have been well maintained. Iron and steel merchants

report trade excellent, though not as large as during the spring, but in excess of the corresponding period of last year. The outlook for a big fall trade is promising. Traveling salesmen

who came in Saturday report stocks carried by

retail merchants as considerably reduced. Spring

and summer stocks are well disposed of and all are in shape to be liberal buyers during the fall

Indianapolis Grain Market.

below expectations. Considerable wheat arrived,

but corn receipts have been disappointing. All

cereals move readily, if of grade, at the prices

quoted, which for corn are high for this season

of the year. Prospects for dollar wheat are not

of the Board of Trade, on Saturday ruled as fol-

Wheat steady; No. 2 red. 76c track, 761/2c on milling freight; No. 3 red, 74c track, 76c Septem-

Corn steady; No. 1 white, 52½c; No. 2 white, 52½c; No. 3 white, 52½c; No. 4 white, 49c; No. 2 white mixed, 52c; No. 3 white mixed, 52c; No. 4 white mixed, 49c; No. 2 yellow, 51½c; No. 3 yellow, 51½c; No. 4 yellow, 49c; No. 2 mixed, 51½c;

No. 3 mixed, 51½c; No. 4 mixed, 48½c; ear, 52c. Oats steady; No. 2 white, 33½c; No. 3 white, 33c; No. 2 mixed, 32c; No. 3 mixed, 31c.

Hay steady; No. 1 timothy, \$15; No. 2 timo-

-Output of Flour .-

July 25, 1903......14,095 brls.

-Inspections for Week .-

Corn109,500

Oats 61,250

-Stocks in Store .-

37,600 49,500 16,916

14,000

11,000

Wheat. Corn.

WAGON MARKET.

Offerings were light and prices were strong

corn selling 2c to 3c higher than on Friday.

Prices, as reported by the wagon weighmaster,

Hay-Timothy, per ton, old, \$12@13; new, \$9.50 @10.50; mixed, old, \$10@11; new, \$8@9; clover, \$9 @10; new clover, \$6@8.

Poultry and Other Produce.

(Prices paid by shippers.)

Poultry-Tom turkeys, 7c; hen turkeys, 9c;

hens, 9c; cocks, 4c; young ducks, 7c; springs,

Cheese-Wisconsin, 12c; New York full creams,

Wool-Local dealers are paying for wagon lots:

Good medium merchantable unwashed, 17c; coarse

and braid, 15c; heavy merino, 10@12c; half-blood,

Feathers-Prime geese, 30c per lb; prime duck,

HIDES AND TALLOW.

Green-salted Hides-No. 1, 8%c; No. 2, 7%c;

THE JOBBING TRADE.

(The quotations given below are the selling prices

of the wholesale dealers.)

Candies and Nuts.

Candles-Stick, 6½c per lb; common mixed, 6½c; grocers' mixed, 6c; Banner twist mixed, 8c; Banner cream mixed, 10@11c; old-time mixed, 8c. Nuts-Soft-shelled almonds, 17@20c; Brazil nuts,

Coul and Coke.

12@14c; burry and cotted, 12@14c; Western, 12c

12c; Swiss, 16c; brick, 15c; limburger, 12c.

Beeswax-30c for yellow, 25c for dark.

Tallow-No. 1, 41/20; No. 2, 4c.

Corn-Per bu., 50@54c. Oats-Per bu. 36@38c; new oats, 30@35c.

Wheat

Aug. 3, 1901.....409,491

Sheaf Oats-Per ton, \$9@12.

12120 13c; geese, \$3.50 per doz.

Butter-10c; choice, 12c.

Eggs-11c; candled, 13c.

ruled as follows:

ber; wagon, 75c.

Offerings of cereals during the past week fell

figures. Cheese is steady and moves fairly well

Chickens are in good demand with supply

parently inexhaustible supplies.

WEST WASHINGTON-ST. SHOW GROUNDS To-Night and All This Week

With Matinees Daily, Commencing Tuesday

MAMMOTH AGGREGATION OF----Circus, Theater and Carnival

One-Ring Circus, Bostock's Animal Show, Woodford's Dog. Pony and Monkey Circus. Fourteen Big Attractions. . . Six Startling Free Acts. GENERAL ADMISSION 10 CENTS. Children under 12 years of age admitted free on Tuesday afternoon

AMUSEMENTS.

FAIR BANK All This Week

EUGENE COWLES, Basso, MLLE. SAPINSKY, Contralto

and Ostendorf's FAIR BANK CONCERT BAND 36 Musicians. 10 Soloists. Change of programme nightly. Admission 25 Cents,

should send commercial travelers to that

TO-DAY Tuesday, Wednesday and Thursday, Indianapolis vs. St. Paul

joicing in the extent of the artesian water Winifrede, \$4.75; Hocking Valley, \$4.50; Luhrig, supply in that section. These wells range \$4.25; Brazil block, \$4; Green and Sullivan (lump ginia, \$3; slack, Indiana, \$2.50; Connellsville water is sold. It is furnished for horses, coke, \$8.50; oven coke, \$7.50; lump coke, 14c per bu, 25 bu \$3.50; crushed coke, 15c bu, 25 bu \$3.75. and hogs at 1/2 cent per head, and at 25 cents | Bags, 25c per ton extra, ground floor or dumped for each hundred head of sheep. It is sold in cellar; 50c per ton extra, carried in cellar from wagon, 25c ton extra by wheelbarrow, chute or basket. for domestic purposes at 12 cents per hunpast year, have died by thousands from lack of water and grass. Of 60,000,000 sheep it is

Alcohol, \$2.52@2.70; asafoetida, 40c; alum, 21/2@ genuine, 35@40c; magnesia, carb., 2 oz, 20@22c; morphine, P. & W., per oz, \$2.45@2.70; oil bergamot, per lb, \$3; opium, \$3.60@3.75; quinine, P. & W., per oz. 31@35c; balsam copaiba, 55@60c; soap, Castile, Fr., 13@16c; soda bicarb., 2%@5c; salts, Epsom, 1%@4c; sulphur flour, 2%@5c; saltpeter, 8 turpentine, 55@60c; glycerin, 16½@20c; potassium, \$2.45@2.50; bromide potassium, chlolrate potash, 15@20c; borax, 9@12cida, 31@36c; carbolic acid, 27c; cocaine

Bleached Sheetings - Androscoggin L, 74c Berkeley, No. 60, 9c; Cabot, 74c; Capitol, 74c Cumberland, 7½c; Dwight Anchor, 8½c; Fruit of the Loom, 8c; Farwell, 7½c; Fitchville, 7c; Full Width, 5½c; Gilt Edge, 5½c; Gilded Age, 5½c; Hill, 7½c; Hope, 7½c; Linwood, 7½c; Lonsdale, 7½c; Peabody, 5½c; Pepperell, 9-4, 21c; Pepperell, 16-4, 22c; Andrescongin

16-4, 23c; Androscoggin, 9-4, 21c; Androscoggin, Brown Sheetings-Atlantic A, 7c; Argyle, Boott C, 5½c; Buck's Head, 6½c; Carlisle, 40-inch, 6c; Dwight Star, 7c; Great Falls E, 6c; Great Falls J, 5½c; Hill Fine, 7½c; Indian Head, 7c; Pepperell R, 6c; Pepperell, 10-4, 21c; An-droscoggin, 9-4, 19c; Androscoggin, 10-4, 21c. Prints—Allen dress styles, 5c; Allen TR, 4½c; Allen robes, 5c; American indigo, 4%c; Arnold iong cloth B, 74c; Arnold LLC, 64c; Cocheco and purples. 51/20; Pacific fancy, 50; mournings, 4%c; Simpson's Berlin solids, 5%c; Simpson's oil finish, 6c; American shirting, 4%c; black white, 41/2c; grays, 41/2c Kid-finished Cambrics - Edwards, 4c; Warren, steady and strong in tone, though occasionally a | 3%c; Slater, 4c; Genesee, 4c. Tickings-Amoskeag ACA, 114c; Conestoga BF 131/2c; Cordis 140, 111/2c; Cordis T, 111/2c; Cordis ACE, 111/2c; Hamilton awnings, 9c; Kimono fancy, 17c; Lenox fancy, 18c; Lenox XX, 18c; Oakland AF, 6c; Portsmouth, 111/2c; Susquehanna,

14c; Shetucket SW, 6c; Shetucket F, 64c; Swift Ginghams — Amoskeag, 6½c; Amoskeag dress, 7½c; Lancaster, 6½c; Lancaster dress, 7½c; Toll Grain Bags-Amoskeag, \$14.50; American, \$15.50; Harmony, \$14; Stark, \$18.

Flour.

Spring patent, \$5 per brl; winter wheat patent, \$4.40; straight grade, \$4; family grade, \$3.75; low grade, \$3.25; graham flour, \$4.

Coffee-Good, 8@12c; prime, 12@14c; strictly rime, 14@16c; fancy green and yellow, 18@23c; ava, 28@22c. Roasted—Old Government Java, 34@33c; finest Mocha and Java, 25@30c; Java Package Coffee-City prices: Ariosa, 10.25c; Lion 0.25c; Jersey, 10.25c; Caracas, 9.75c; Dutch Java blend, 12.50c; Dilworth's, 10.25c; Mail Pouch, 1.75c; Gates's blended Java, 10.25c; Climax Java olend, 10.25c.

Sugar—City prices: Crystal Dominoes, 5-lb cartons, 7.25c; Eagle Tablets, 6.15c; cut loaf, 5.65c; powdered, 5.15c; XXXX powdered, 5.20c; Eagle powdered, 5-lb bags, 5.30c; standard granuiated, 5.05c; standard granulated, 100-lb bags, c; fine granulated, 5.65c; extra fine granulated, 15c; granulated, 2-lb bags, 5.25c; granulated, 5-lb cartons, 5.20c; cubes, 5.30c; mold A, 5.30c; confectioners' A, 4.90c; 1 Columbia A, 4.80c; 2 Windsor A, 4.80c; 3 Ridgewood A, 4.80c; 4 Phoenix A, 4.75c; 5 Empire A, 4.70c; 6 Ideal Golden ex. C, 4.65c; 7 Windsor ex. C, 4.60c; 8 Ridgewood ex. C, 4.55c; 9 yellow ex. C, 4.50c; 10 yellow C, 4.45c; 11 yellow, 4.40c; 12 yellow, 4.35c; 13 yellow, 4.30c; 14 yellow, 4.25c; 15 yellow, 4.25c; 16 yellow, 4.25c.

Molasses and Syrups—New Orleans molasses. fair to prime, 28@32c; choice, 38@42c; syrups, 26

Salt-In car lots, 80@85c; small lots, 90@95c. Spices-Pepper, 17c; allspice, 15@18c; cloves, 15@18c; cassia, 15@18c; nutmegs, 50@60c per lb.
Rice-Louislana, 44@6c; Carolina, 64@84c. Shot-\$1.40@1.60 per bag for drop. Lead-6½@7c for pressed bars. Wood Dishes-No. 1, per 1,000, \$1.80@2; No. 5 \$2@2.20; No. 3, \$2.20@2.30; No. 5, \$2.80@3.

Twine-Hemp, 12@18c per lb; wool, 6@10c; flax, 20@36c; paper, 25c; jute, 12@15c; cotton, 18@25c.
Woodenware—No. 1 tubs, \$6@7; No. 2 tubs, \$5@
6; No. 3 tubs, \$4@5; 3-hoop pails, \$1.69; 2-hoop pails, \$1.40@1.50; double washboards, \$2.50@2.70; common washboards, \$1.85@1.90; olothespins, 60@ Iron and Steel.

Bar iron, 2.50c; horseshoe bar, 2.75c; natl rod, c; plow slab, 4.50c; American cast steel, 9@11c; ire steel, 3@31/c; spring steel, 41/20bc. Leather.

Oak sole, 32@42c; hemlock sole, 28@38c; harness, 35@45c; skirting, 28@40c; single strap, 41@45c; city kip, 60@80c; French kip, 90c@\$1.20; city calf-skin, 90c@\$1; French calfskin, \$1.20@1.85. Nails and Horseshoes. Steel cut nails, \$2.50; wire nails, from store, \$2.25 rates; from mill, \$2.15 rates. Horseshoes, per keg. \$4; mule shoes, per keg. \$4.50; horse

nails, \$4@5 per box. Barb wire, galvanized, \$3; painted, \$2.75. Linseed, raw, 36c per gal; linseed oil, boiled, 37c per gal; coal oil, legal test, 10@15c.

Provisions.

Sugar-cured Hams-Indiana, 14 to 16 lbs average, 14½c. Shoulders-English cured, Relfable, 18 to 20 average, 10%c; sugar-cured Indiana, 8 to 10 lbs Pickled Pork-Fancy boneless pig pork, 200 lbs, \$21; fancy clear bean pork, per bri 200 lbs, \$20.50; short clear, per brl 200 lbs, \$18; rump, per bri 200 lbs, \$16.50. Also half bris, 100 lbs, at half the cost of the bris, adding 50c to cover additional cost of packing. Lard-Kettle-rendered, 9%c; pure lard, 9c. Bacon-Clear sides, 50 to 60 lbs average, 11%c; 30 to 40 lbs average, 11½c; 20 to 30 lbs average, 11½c; clear bellies, 25 to 30 lbs average, 11½c; 18 to 22 lbs average, 11%c; 14 to 16 lbs average, 12c clear backs, 20 to 30 lbs average, 114c; 12 to 1

dry salt, 1/2c less. Produce, Fruits and Vegetables. Apples-Choice apples, per brl, \$2.50@3. Bananas-Large, \$2 per bunch; medium, \$1.50. Beans-Home-grown, per bu, 75c. Blackberries-\$2.25. Cabbage-Home-grown, per brl. *1.20. Cantaloupes-Rocky Fords, per crate, \$1.50 ome-grown, 75c basket. Corn-Per doz. 17c.

Cucumbers-40c per doz. Dewberries-\$2.25 per crate. Huckleberries-\$2.50 per crate. Lemons-Extra fancy Verdella, 360 size, \$4.50 box; 300 size, \$5; California, 300 to 360 size, \$4. Navy Beans-Per bu, \$2.40. Onions-Per brl, \$2. Oranges-California Valencias and Michaels,

Peaches-Per bu, \$2; Georgia, 6-basket crate Pears-Per bu, \$1.25. Pineapples-Florida, per crate, \$2.75@3. Potatoes-Home-grown, per bu, 65c. Raspberries-\$3; red, \$2.25 per crate. Tomatoes-Home-grown, per bu, \$1.75. Watermelons-\$22@25 per 100.

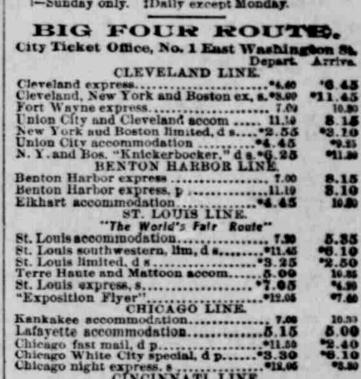
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Dayton and Xenia.....datton VANCALIA LINE.

INDIANA UNION TRACTION CO. Station, Magnolia building, corner Kentucky avenue and South Capitol. For Anderson, Muncie, Marion, Alexandria Elwood and Tipton and intermediate station leave 4:15 a. m. and each hour thereafter until 9:15 p. m. and 11:15 p. m. Limited trains for Anderson and Muncie, arriving in Anderson in 1 hour and 25 minutes and Mucie in 2 hours, leave at 8 and 11 a. m. and 2 and 5 p. m. The 11 a. m. and 5 p. m. trains make direct connection at Anderson with limited trains for Elwood. until 12 o'clock noon for delivery, same day, to all points between Indianapolis and Muncle; un-til 8 p. m. for delivery to all points before 6 o'clock next morning, including Muncle, Anderson, Alexandria, Elwood, Tipton and Marion.

stations. Passenger cars leave: First car, 5:57 a. m., and each hour thereafter, until 9:57 p. m. Next and last car leaves at 11:15 p. m. Combination passenger and express cars leave at 5:57 a. m., 7:57 a. m., 11:57 a. m., 3:57 p. m. and 7:57 p. m. Regular Saturday Schedule. -Half-hour cars for Greenfield and intermediate stations, in addition to the above schedule, leave at 3:27 p. m., 4:27 p. m., 5:27 p. m., 6:27 p. m.

-Freight Cars.For Greenfield and intermediate stations only. Arrive at 7:55 a. m. and leave at 9 a. m. Also

INDIANAPOLIS & MARTINSVILLE RAPID TRANSIT CO.

Car leaves Mooresville for Indianapolis and Martinsville at 5:30 a. m. INDIANAPOLIS, GREENWOOD &

Passenger cars leave Pennsylvania and Washngton streets. First car at 6 a. m. and hourly thereafter until 10 p. m., inclusive. Last car leaves at 11:15 p. m. On Saturdays and Sundays cars leave also at 1:30, 2:30, 3:30, 4:30 and 5:30 Combination passenger and express car leaves

INDIANAPOLIS, SHELBYVILLE &

Cars leave Indianapolis for Shelbyville and all intermediate stops from the corner of Washington and Meridian streets on the following hours; 5, 6, 7, 8, 9, 10, 11 a. m., 12 o'clock noon and 1, 2, 3, 4, 5, 6, 7, 8, 9 and 11:20 p. m. Cars leave Shelbyville for Indianapolis and all Intermediate stops as follows: 4:57, 5:57, 6:57, 7:57, 8:57, 9:57, 10:57, 11:57 a. m. and 12:57, 1:57, 2:57, 3:57, 5:05, 5:57, 6:57, 7:57, 8:57 and 11:20 p. m. Round-trip tickets, Indianapolis to Shelbyville, can be purchased at Huder's drug store, corner Washington and Pennsylvania streets, and at the E. E. Ensley pharmacy, Stubbins Hotel block. -Saturday and Sunday Special Schedule .-On Saturday and Sunday, beginning at 5 a. m., a car will leave Indianapolis each half hour excepting 5:39 and 9:30 a. m. and 1:30, 5:30 and

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RAILROAD TIME CARD.

P. M. time is in BLACK figures. Trains marked thus: "Daily; S-Sleeper; P-Parlor Car; C-Chair Car; D-Dining Car; t-Except Sunday; 1-Sunday only. †Daily except Monday.

Decatur and Springfield express 18.00 Springfield and Decatur Ex. se 11.10

Greencastle and Terre Haute 8.35 Daily. †Daily except Sunday. 78anday

Express Department - Consignments received INDIANAPOLIS & EASTERN R. R. CO. General offices, Franklin building. All cars depart from Meridian and Georgia streets.
For Richmond and intermediate stations. Passenger cars leave on the following hours: a. m., 8:57 a. m., 10:57 a. m., 12:57 p. m., 2:57 p. m. and 4:57 p. m. For Greenfield, Knightstown and intermediate

-Regular Sunday Schedule.
Half-hour cars for Greenfield and intermediate stations, in addition to the above hourly schedule, at 9.27 a. m. and each hour thereafter until

arrive at 2:25 a. m. and leave at 3:30 p. m.

Waiting room and station, Kentucky av. and First car leaves Indianapolis for Martinsville and intermediate stations at 5:30 a. m. and every hour thereafter, on the half-hour mark, until 10:30 p. m. Last car leaves at 11:30 p. m. Leaving Martinsville for Indianapolis and intermediate stations, first car at 5:30 a. m. and every hour thereafter until 19:39 p. m. Last car leaves at 11:30 p. m., but runs only to Moores-

FRANKLIN R. R. CO. Georgia and Meridian streets for Greenwood only

SOUTHEASTERN TRACTION CO.

Seed clover, prime, \$6.75@7.25; English clover, \$120 p. m. The last car leaves at midnight.

\$6.75@7.25; alsike, \$9@12. Timothy, prime, \$260
2.10. Fancy Kentucky bluegrass, \$1.50@1.75; extra clean, \$0@70c. Orchard grass, \$2@2.25; red top, 90c@\$1.75. English bluegrass, \$2.

\$6.75@7.25; alsike, \$9@12. Timothy, prime, \$260
2.10. Fancy Kentucky bluegrass, \$1.50@1.75; extra clean, \$0@70c. Orchard grass, \$2@2.25; red 7:27 and 11:27 a. m. and 2:27 and 7:27 p. m. Lost car will leave Shelbyville at 11:22 p. m.

Ibs average, 11%c; 9 to 10 lbs average, 11%c. In at 9:39 a. m. and 3:39 p. m.